

Patent No	Kind	Date	Applicat No	Kind	Date	Week
WO 200157301	A1	20010809	WO 2001EP1192	A	20010205	200163 B
DE 10004859	A1	20010927	DE 1004859	A	20000203	200164
AU 200137364	A	20010814	AU 200137364	A	20010205	200173

Priority Applications (No Type Date): DE 1004859 A 20000203

#### Patent Details:

Patent No	Kind	Lan Pg	Main IPC	Filing Notes
WO 200157301	A1	G 18	D04H-001/54	

Designated States (National): AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA  
CH CN CR CU CZ DE DK DM DZ EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP  
KE KG KP KR KZ LC LK LR LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ PL PT  
RO RU SD SE SG SI SK SL TJ TM TR TT TZ UA UG US UZ VN YU ZA ZW  
Designated States (Regional): AT BE CH CY DE DK EA ES FI FR GB GH GM GR  
IE IT KE LS LU MC MW MZ NL OA PT SD SE SL SZ TR TZ UG ZW

DE 10004859 A1 D04H-001/42

AU 200137364 A D04H-001/54 Based on patent WO 200157301

#### Abstract (Basic): WO 200157301 A1

NOVELTY - A fibrous material layer (1), comprises hollow elastic members (4) which are embedded in it. The hollow bodies are 0.01-1.0 mm, especially 0.02-0.1 mm in size, and make up at least 10% of the layer volume. The fibrous material has a bulk density of up to 150 kg/m<sup>3</sup>.

USE - The arrangement is used as a noise reducing lining in motor vehicles.

ADVANTAGE - The material is economical, and is simple to apply.

DESCRIPTION OF DRAWING(S) - The drawing shows the layer layer (1)  
elastic members (4)  
pp; 18 DwgNo 1/2

#### Technology Focus:

TECHNOLOGY FOCUS - POLYMERS - Preferred Material: The fibre material is a polyester fleece.

Title Terms: FIBRE; MATERIAL; LINING; REDUCE; NOISE; MOTOR; VEHICLE;

COMPRISE; HOLLOW; ELASTIC; MEMBER; EMBED

Derwent Class: A23; A93; F04; Q43

International Patent Class (Main): D04H-001/42; D04H-001/54

International Patent Class (Additional): D21H-021/52; E04B-001/84

File Segment: CPI; EngPI

Manual Codes (CPI/A-N): A05-E01B3; A12-S05A; A12-S05D; A12-S05G; A12-T04B;

F01-E03; F04-C01; F04-E03; F04-E06

#### Polymer Indexing (PS):

<01>

\*001\* 018; P0839-R F41 D01 D63; S9999 S1207 S1070; S9999 S1183 S1161  
S1070; S9999 S1150 S1070

\*002\* 018; ND01; B9999 B4842 B4831 B4740; B9999 B5254 B5243 B4740; Q9999  
Q6622 Q6611; Q9999 Q7830; Q9999 Q9234 Q9212; Q9999 Q9289 Q9212

?

?

?ss pn=se 19757102

S9 0 PN=SE 19757102

?

?ss pn=de 19757102

S10 1 PN=DE 19757102

?t s10/9/all

10/9/1

DIALOG(R)File 351:Derwent WPI

(c) 2002 Thomson Derwent. All rts. reserv.

012566107

WPI Acc No: 1999-372213/ 199932

XRAM Acc No: C99-110056

XRPX Acc No: N99-277650

**Environmentally friendly, self-supporting molding used in cars**

Patent Assignee: HP-CHEM PELZER RES & DEV LTD (HPCH-N)

Number of Countries: 001 Number of Patents: 001

Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
DE 19757102	A1	19990624	DE 1057102	A	19971220	199932 B

Priority Applications (No Type Date): DE 1057102 A 19971220

Patent Details:

Patent No	Kind	Lan Pg	Main IPC	Filing Notes
DE 19757102	A1	4	B60R-013/02	

Abstract (Basic): **DE 19757102 A1**

**NOVELTY** - In self-supporting moldings used in cars, which have substrate(s) of low intrinsic stiffness bonded to carrier layer(s), the carrier layer consists of cured powdered resin.

**DETAILED DESCRIPTION** - An INDEPENDENT CLAIM is also included for the production of these moldings.

**USE** - The moldings are useful for acoustic insulation of engine compartments, bulkheads (front and back), tunnels, doors, roofs, foot wells, pumps, A to D pillars and ventilation ducts; for interior linings, especially dashboard covers, cladding on tunnels, doors, backrests, A-D pillars and spare wheel covers; and for dual-purpose components, e.g. roof linings, covers, filling pieces, boot mats or wheel arch cladding.

**ADVANTAGE** - Roof linings made from glass fabric, rigid and flexible foam and decorative material are complex and costly and impair the acoustics. There are problems of stability with composites of binding felt, glass fabric, foam and binding felt used for engine compartment insulation. It is also difficult to recycle the glass fibers. The present moldings are free from phenol, formaldehyde, heavy metals, especially cadmium, mineral fibers, especially glass fibers, and/or fluorochlorohydrocarbons (all claimed). They are self-supporting, made from cheap raw materials and very compatible with the environment.

pp; 4 DwgNo 0/0

Technology Focus:

**TECHNOLOGY FOCUS - POLYMERS** - Preferred Product: The carrier layer is used in an amount of 200-600, especially 300-500 g/m<sup>2</sup>. It may have a spun non woven fabric or inert coating on its free surface.

**Preferred Production:** The moldings are produced by applying powdered resin to the substrate and placing in a heated mold, especially at 100-140degreesC, optionally under pressure, to fix the resin; adjusting to the required geometry, preferably by pressing, stamping, cutting, back-cutting, bending and/or beveling; and curing the carrier layer resin. Cure preferably is carried out for 30 seconds to 2 minutes at 140-230degreesC, either in or out of the mold, optionally with radiant heat.

Title Terms: ENVIRONMENT; FRIEND; SELF; SUPPORT; CAR

Derwent Class: A14; A21; A25; A31; A32; A35; A95; P73; Q17

International Patent Class (Main): B60R-013/02

International Patent Class (Additional): B29C-043/18; B32B-005/24; B32B-027/12; B60R-013/08

File Segment: CPI; EngPI

Manual Codes (CPI/A-N): A11-A05; A11-B01; A11-B13; A11-C02D; A12-T04B

Polymer Indexing (PS):

<01>

\*001\* 018; P0599; S9999 S1070-R; S9999 S1434

\*002\* 018; P1592-R F77 D01; S9999 S1434; S9999 S1309-R

\*003\* 018; ND01; ND07; Q9999 Q9234 Q9212; Q9999 Q9289 Q9212; Q9999 Q6622 Q6611; Q9999 Q7830; Q9999 Q7307; N9999 N7078 N7034 N7023; K9698 K9676; K9676-R; N9999 N6440-R; N9999 N5721-R; N9999 N6600; N9999 N7001; N9999 N6279 N6268; N9999 N6177-R; N9999 N6633 N6611; K9461; K9450; N9999 N5812-R; B9999 B3758-R B3747; B9999 B3178; K9665; K9416

\*004\* 018; N9999 N7090 N7034 N7023; N9999 N7147 N7034 N7023; B9999 B5447 B5414 B5403 B5276; K9574 K9483; B9999 B4079 B3930 B3838 B3747

<02>

\*001\* 018; G0339-R G0260 G0022 D01 D12 D10 D26 D51 D53 D63 F41 F89; H0000 ; H0011-R; S9999 S1434; S9999 S1514 S1456; L9999 L2391; L9999 L2073 ; M9999 M2073; P0088

\*002\* 018; P0464-R D01 D22 D42 F47; S9999 S1434; S9999 S1514 S1456; L9999 L2391; L9999 L2073; M9999 M2073; M9999 M2391; M9999 M2186

\*003\* 018; P1978-R P0839 D01 D50 D63 F41; S9999 S1434; L9999 L2391; L9999

L2073; M9999 M2073; S9999 S1514 S1456

\*004\* 018; P1978-R P0839 D01 D50 D63 F41; S9999 S1434; M9999 M2391; M9999 M2175; L9999 L2391; L9999 L2073; M9999 M2073; S9999 S1514 S1456

\*005\* 018; P0464-R D01 D22 D42 F47; S9999 S1434; S9999 S1514 S1456; L9999 L2391; L9999 L2073; M9999 M2073

\*006\* 018; P1592-R F77 D01; S9999 S1434; L9999 L2391; L9999 L2073; M9999 M2073; S9999 S1514 S1456

\*007\* 018; ND01; ND07; Q9999 Q9234 Q9212; Q9999 Q9289 Q9212; Q9999 Q6622 Q6611; Q9999 Q7830; Q9999 Q7307; N9999 N7078 N7034 N7023; K9698 K9676; K9676-R; N9999 N6440-R; N9999 N5721-R; N9999 N6600; N9999 N7001; N9999 N6279 N6268; N9999 N6177-R; N9999 N6633 N6611; K9461; K9450; N9999 N5812-R; B9999 B3758-R B3747; B9999 B3178; K9665; K9416

\*008\* 018; B9999 B5027 B5016 B4977 B4740; K9950; B9999 B5209 B5185 B4740; N9999 N7147 N7034 N7023; K9574 K9483; K9507 K9483; K9518 K9483; K9610 K9483; Q9999 Q7192 Q7114; N9999 N7090 N7034 N7023; B9999 B5447 B5414 B5403 B5276; B9999 B4988-R B4977 B4740

<03>

\*001\* 018; P1978-R P0839 D01 D50 D63 F41; S9999 S1434; S9999 S1183 S1161 S1070

\*002\* 018; ND01; ND07; Q9999 Q9234 Q9212; Q9999 Q9289 Q9212; Q9999 Q6622 Q6611; Q9999 Q7830; Q9999 Q7307; N9999 N7078 N7034 N7023; K9698 K9676; K9676-R; N9999 N6440-R; N9999 N5721-R; N9999 N6600; N9999 N7001; N9999 N6279 N6268; N9999 N6177-R; N9999 N6633 N6611; K9461; K9450; N9999 N5812-R; B9999 B3758-R B3747; B9999 B3178; K9665; K9416

\*003\* 018; N9999 N7147 N7034 N7023; K9574 K9483; K9712 K9676

?

?

?ss pn=de 4444505

S11 1 PN=DE 4444505

?t s11/9/all

11/9/1

DIALOG(R)File 351:Derwent WPI

(c) 2002 Thomson Derwent. All rts. reserv.

010803722

WPI Acc No: 1996-300675/199630

XRAM Acc No: C96-095630

**Self-adhesion reinforcement for nonwoven textile, useful in cars - consists of laminated strip or fibre of high temp.-resistant material and low m.pt. plastics material binding reinforcement and textile fibres**

Patent Assignee: HP-CHEM PELZER RES & DEV LTD (HPCH-N); HP CHEM PELZER RES & DEV LTD (HPCH-N); HP-CHEM RES & DEV LTD (HPCH-N)

Inventor: PELZER H

Number of Countries: 064 Number of Patents: 014

Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
WO 9618763	A1	19960620	WO 95EP4930	A	19951213	199630 B
DE 4444505	A1	19960620	DE 4444505	A	19941214	199630
AU 9643444	A	19960703	AU 9643444	A	19951213	199642
DE 4447713	A1	19970717	DE 4444505	A	19941214	199734
			DE 4447713	A	19941214	
EP 797697	A1	19971001	EP 95942144	A	19951213	199744
			WO 95EP4930	A	19951213	
BR 9510033	A	19971028	BR 9510033	A	19951213	199750
			WO 95EP4930	A	19951213	
DE 4444505	C2	19980219	DE 4444505	A	19941214	199811
CZ 9701780	A3	19980916	WO 95EP4930	A	19951213	199843
			CZ 971780	A	19951213	
KR 98700478	A	19980330	WO 95EP4930	A	19951213	199901
			KR 97704020	A	19970614	
US 5922626	A	19990713	WO 95EP4930	A	19951213	199934
			US 97874039	A	19970612	
MX 9704355	A1	19980301	MX 974355	A	19970612	200002
EP 797697	B1	20000308	EP 95942144	A	19951213	200017
			WO 95EP4930	A	19951213	
DE 59507972	G	20000413	DE 507972	A	19951213	200025